

Can't Risk Being Bossed Over by The Railroad Commissioners.

Our Board of Town Councilmen, looking after the interests of Camden, have had some correspondence with the officers of the Sea Board & Roanoke R. R. Co., inquiring as to what they propose doing toward building the road from Hamlet, N. C., on through Camden to Columbia, S. C., for which they obtained a charter from our State at the last session of the Legislature. We are permitted to make the following extract from the reply of J. M. Robinson, President, to the inquiries of Council:

Our companies or our friends do not contemplate building in South Carolina under any circumstances so long as laws prevail which prevent railroad companies from managing their own property. Doubtless your railroad commission is composed of an excellent set of gentlemen, but I imagine none of them are very conversant with railroads. Be this, however, as it may, I imagine no body of individuals would be willing to engage in the operations of milling, manufacturing cotton, establishing machine shops, or, in fact, engaging in any other enterprise where their business has to be managed by other people, and where the State undertakes to dictate what charges should be made. If a State through a railroad commission or otherwise has a right to dictate one rate of charge, it has a right to dictate another, and railroad companies could at any time be made utterly unprofitable to their owners, and even be made to default in their bonds.

I fully recognize the right of eminent domain, and in granting a charter, where condemnation of land is necessary, believe that a State should only do so for public good; but at the same time I think that a State should protect and guarantee protection to the rights of those who put their money in such enterprises. I think a State, where deemed necessary, might properly have a board of commissioners to see that railroad companies comply with the requirements of their charters, but your laws amount practically to possible confiscation of property.

I trust you may be right in thinking that the commission laws of South Carolina may be modified or repealed. In that event, I think it South Carolina is disposed to grant charters properly protective to railroad property, that railroads will be built by others than her own citizens.

The first question that arises now is, which would be of the most benefit to our State—to abolish the office of Railroad Commissioner and have railroads built through our State, or keep up the office and lose the railroads? We know what the answer from all intelligent men and well wishers for the prosperity of the State will be—abolish the Commission. We are willing to allow competition to regulate freight and passenger rates, and regulate all abuses that may arise. The Commission has been tried, and has proven a failure. Facts prove that our assertions are true, and no explanation of the Commissioners or their friends can contradict these facts.

It stands as a fact that our freights are much higher now than they were before the Commissioners tinkered with them. It is a fact that capitalists have refused to invest money in railroads in this State as long as their money was to be subject to the whims of disinterested parties. It stands as a fact that all the laws that have yet been enacted by the national Government have not done nearly so much in forcing social equality upon our people as the Railroad Commission, through its acts, has done. We know they will deny this charge, but the fact cannot be overcome by denial or explanation. The glaring proof of it is before us every day.

We have no doubt at all but that the Commission meant well, as they are all gentlemen for whom every one has the greatest respect; but in this case their work has proven a failure, and we don't care to give them another trial yet awhile. We want to see railroads built all over the State, and as the Commission seems to be a barrier to their construction, we want to see it abolished.

Our barrier broken down. Our (the majority of them) if lazy and cowardly, the evils that arise from anybody South. Mr. Henry addressed the very

did me the honor to call me before you. I am told that to-day you are considering that problem which has so disturbed the politicians—the South, and that you wish me to talk to you about the South. It is no problem at all. I thank God that at last we can say with truth it is simply a geographical expression. [Applause.] The whole story of the South may be summed up in a sentence—she was rich, and she lost her riches; she was poor and in bondage; she was set free, and she had to go to work; she went to work, and she is richer than ever before. [Applause.] The curse of slavery was hers. God passed the rod across the land and smote the people. Then, in His goodness and mercy, He waded the hand of enchantment, and lo! like a flower, His blessing burst forth. [Applause.] Indeed may the South say, as in the experience of men it is rare for any to say with perfect sincerity, 'Sweet are the uses of adversity.' [Applause.] The South never knew what independence meant until she was taught by subjection to subdue herself. We lived from hand to mouth. We had our debts and our 'niggers.' Under the old system we paid our debts and walloped our 'niggers,' but under the new we pay our 'niggers' and walloped our debts. [Laughter and applause.] We have no longer any slaves, but we have no longer any debts, and can exclaim with the old darkey at camp-meeting, who whenever he got happy went about shouting, 'Bless the Lord! I'm getting fatter and fatter.' [Laughter.]

Polishing the Wrong End.

Many men daily polish their boots who never give a thought to the condition of their hair, except to have it cut by the barber, and then, or submit it to the paralyzing attentions of the average barber. What happens? Why, this: From neglect, mental anxiety, or any of a score of causes, the hair turns prematurely gray and begins to fall out. Parker's Hair Balsam will at once stop the latter process and restore the original color. An elegant dressing, free from grease.

To the Patrons of the Camden Graded School.

Before the opening of the present session, I delivered an address in which I stated that I entered the school buildings under protest, and that it was impossible to make the school efficient with the buildings and furniture in the condition they were in. Only half the amount estimated as necessary for repairs has as yet been subscribed, and we were kept out of one of the school buildings for three weeks while repairs were going on. Now, the school was thoroughly organized and ready to take up all the studies by the end of the first week, but such inconvenience and disorder was caused by being cramped up in two buildings that a large portion of the time that would otherwise have been devoted to teaching my own grades was spent in preserving order and discipline.

Again, new books did not arrive until the end of the second week, and some not until the third week. I wish emphatically to state that delay in commencing a full course of studies was caused not by want of organization or anything over which I had any control, but by repairs not being completed and the non-arrival of books.

It would be well to inquire whose fault it is that the buildings are not in a fit state of repair. So many say the trustees'. The funds over which the trustees have control are not sufficient to pay the teachers' salaries for nine months. If they were to use any of these funds for repairs of school buildings, you would have to replace the money out of your own pockets. The trustees are therefore powerless. The money, then, must be raised, if raised at all, by private subscription, and if it is not first your duty and interest to provide, whose is it? The upshot of the whole matter is that you expect the school to move off like one having splendid buildings and every possible convenience and apparatus, while you are the only persons to provide these things. I do not so much blame you for not having acted, when the whole matter had not been placed before you in its proper light; but now you have no excuse.

Respectfully, ORE R. BOURNE, Principal.

W. CLYBURN, FIRE INSURANCE AGT.

Representing the following Companies, and is prepared to write risks upon Dwellings, Barns, Furniture, Stores, Gins, Mills, Serews, etc., at current rates:

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Latham House, REMODELED

AND NEWLY FURNISHED CAMDEN, S. C.

(TRANSIENT BOARD, \$2.00 PER DAY.)

Ample accommodations. Tables supplied with the best Market afford. Every attention paid to the comfort of Guests. Connected with the house is a first class Bar, which is located separately from the house, and orderly kept.

Hack to and from the depot at 25 cents each way.

Feed and Livery Stables on the premises. S. R. LATHAM, Proprietor.

ALYON & HEALY

State & Monroe Sts., Chicago. Will send request for any of their CATALOGUES. Also, send request for any of their CATALOGUES. Also, send request for any of their CATALOGUES.

Grand Display OF FALL AND WINTER MILLINERY GOODS, Consisting of HATS, CAPS & BONNETS

Of every description, embracing every size and style that can be thought of, either TRIMMED or PLAIN, for Ladies, Misses and Children.

Also, Ties, Ribbons, Laces and Flowers

Of every description. The public generally are respectfully invited to come and examine my stock and prices.

Mrs. K. E. MERONEY.

BUIST'S NEW CROP TURNIP SEED! IMPROVED RUTABAGA.

LARGE WHITE NORFOLK, WHITE FLAT DUTCH, WHITE AND YELLOW GLOBE, GOLDEN BALL, YELLOW ABERDEEN, SWEET GERMAN, YELLOWSTONE, RED TOP, WHITE HANOVER, WHITE EGG AND OTHERS.

FOR SALE BY Dr. F. L. ZEMP.

THE L.A. DIES of Camden and vicinity are specially invited to come and inspect the GRAND DISPLAY of MILLINERY GOODS JUST OPENED AT Mrs. T. B. WALKER'S. It consists of Hats, Caps and Bonnets in all the LATEST and most FASHIONABLE STYLES for Ladies, Misses and Children. A large stock of Artificial Flowers, Ribbons, Trimmings, and all the latest novelties in the trade. My prices are at the BOTTOM. Come and see me.

MACHINERY!

Farmers, Mechanics & Lumbermen,

Look to Your Interests,

And buy none but the farmers Westinghouse, Self Lubricating double cylinder Steam Engine. It is going ahead wherever it is known, and is as superior to other steam engines as the celebrated Westinghouse air brakes are to the old fashioned hand brakes. Be sure to write to us before you buy.

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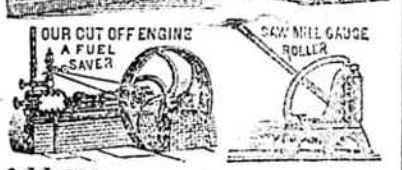
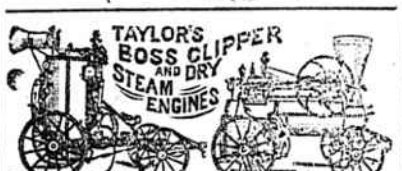
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and all other kinds of Farm Machinery.

W. L. ARTHUR & BRO., Local Agents in Camden, S. C.

McMASTER & GIBBES,

Gen'l Agents, City Hall Building, Columbia, S. C.



Address, TAYLOR MFG. CO. Charlotte, N. C. (Please Mention this Paper.)



Proof of Wonderful Cures.

Charleston, S. C., July 22, 1883. Dr. B. J. KENDALL & Co., Dear Sirs: I purchased at Louisville, Ky., a very fine bred colt, and in shipping he got his hock badly hurt on the outside of the joint, which caused it to swell three or four times the natural size, which made him very lame. I tried a great many liniments, which failed to benefit the injured part. At last, when disgusted, and ready to give up the colt as ruined, I happened to see your advertisement of "Kendall's Blister and Spavin Cure," and thought I would give it a trial. I first applied the "Blister" to the hock, which by this time had become calloused, and to my surprise found it worked like a charm. In twenty-four hours the part that was hard became soft, and the lameness began to leave. I then got some of "Kendall's Spavin Cure," and applied it according to directions, which has made a perfect cure, and the colt is now as sound as any horse alive. I merely write this letter to you, as I think it a duty I owe to you, and also for the good of the public at large. The foregoing statement I will make affidavit to, and can also have the same verified by the best horsemen in our city who saw the colt before and after treatment. Very Respectfully, JOHN R. ARNOLD.

12 Chapel St.

Belmont, N. H., July 25, 1883. Dr. B. J. KENDALL & Co., Gents: It is with the greatest pleasure that I wish to say to you that I have used your "Kendall's Spavin Cure" with the very best results, having entirely cured a horse afflicted with splint, also another horse that had a spavin. The cure I found to be permanent. I have also used it in many other cases, and find that it does all you claim for it either for man or beast. PROF. J. P. CHILLEY.

Galveston, Texas, July 18, 1883. Dr. B. J. KENDALL & Co.: I hereby certify to having used "Kendall's Spavin Cure" on a valuable horse for a curb with entire success, and take pleasure in recommending it to all confidence. H. ROSENBERG.

Kendall's Spavin Cure.

Sacramento, Cal., Aug. 3d, 1882. B. J. KENDALL & Co., Gents: I have during the last three years used in my stables your liniment known as Kendall's Spavin Cure with great success, having treated splints, spavins, curbs, and various kinds of sprains to my entire satisfaction, and in every instance where I have recommended it to my friends they have been equally well satisfied, and I do not hesitate to say that as a liniment I believe it has no equal, and thus believing I cheerfully recommend it to any one who may have occasion to use a medicine of this kind. Respectfully yours, LEE STANLEY.

KENDALL'S SPAVIN CURE

Is sure in its effects, mild in its action, as it does not blister, yet it is penetrating and powerful to reach every deep-seated pain or to remove any bony growth or other enlargements, such as spavins, splints, curbs, callous, sprains, swellings and any lameness, and all enlargements of the joints or limbs, or rheumatism in man, and for any purpose for which a liniment is used for man or beast. It is now known to be the best liniment for man ever used, acting mild and yet certain in its effects.

Send address for Illustrated Circular which we think gives positive proof of its virtues. No remedy has ever met with such unqualified success, to our knowledge, for beast as well as man. Price \$1, per bottle, or six bottles for \$5. All Druggists have it, or can get it for you, or it will be sent to any address on receipt of price, by the proprietors, B. J. Kendall & Co., Enosburgh Falls, Nt.

SOLD BY ALL DRUGGISTS.



South Carolina Railway Company PASSENGER DEPARTMENT.

On and after Oct. 29th, 1883, Passenger Trains will run as follows, until further notice. (No trains are run on Camden Branch on Sundays):

To COLUMBIA.
Leave Camden 8 00 a m 4 00 p m
Leave Camden June'n 9 27 a m 6 18 p m
Arrive at Columbia 11 25 a m 10 00 p m

FROM COLUMBIA.
Leave Columbia 6 30 a m 6 25 p m
Arrive Camden June. 11 26 a m 8 07 p m
Arrive at Camden 1 35 p m 9 22 p m

To CHARLESTON
Leave Camden 4 00 p m
Leave Camden June' 6 18 p m
Arrive at Charleston 10 50 p m

FROM CHARLESTON
Leave Charleston 7 00 a m 8 35 a m
Arrive Camden June'n 11 26 a m 8 07 p m
Arrive at Camden 1 35 p m 9 22 p m

To AUGUSTA
Leave Camden 4 00 p m
Leave Camden June'n 6 18 p m
Arrive at Augusta 6 00 a m

FROM AUGUSTA
Leave Augusta 7 25 a m 9 00 p m
Arrive Camden June'n 8 07 p m 11 26 a m
Arrive at Camden 9 22 p m 1 35 p m

CONNECTIONS.

Connections are made at Columbia with Columbia and Greenville Railroad both ways, and from all points on that Road and on the Spartanburg Union & Columbia and Spartanburg & Asheville Railroads also with the Charlotte Columbia and Augusta Railroad to and from all points North by trains leaving Camden at 8 15 a. m. and arriving at 9 25 p. m.

Connections made at Augusta to and from all points West and South via Georgia R. R. and Georgia Central R. R. Connections made at Charleston with steamers for New York on Saturdays. Also, with Charleston and Savannah Railway for Savannah and all points South. Connections made at Blackville with Barnwell Railroad to and from Barnwell by all trains on Augusta Division.

Through tickets to all points, can be purchased by applying to James Jones, Agent at Camden. D. C. ALLEN, General Pass. and Ticket Agent. JOHN B. PECK, General Manager, Charleston, S. C.

Now Arriving

and to be sold at Bottom Prices,

a choice selection of FAMILY

AND

Fancy Groceries,

And various other articles by

D. C. KIRKLEY.

Corn! Corn!!

Best CORN selling at 80 cents per bushel at W. A. ANCRUM & CO'S.

M. H. SIMMONDS & Co.

DEALERS IN

Fancy and Staple Groceries.

TEAS, OLIVES, MOLASSES, COFFEES, SAUCES, RICE, CONFECTIONERY, SUGAR, FLOUR.

The Finest Line of

TOBACCO and CIGARS

To be found in Camden is at

M. H. Simmonds & Co's.

AT BAMBERG'S

You will find an elegant stock of

CLOTHING, DRY GOODS, BOOTS and SHOES, Hats and Gents' Furnishing GOODS,

And in almost endless varieties and styles. Having purchased largely in the above lines, and having access to REAL BARGAINS, I am sure that I can afford to offer bargains to customers.

In addition to the above, I have a full stock of

Furniture and Mattresses,

Which cannot be bought at as low figures as I am selling at. My stock of

HOSIERY, Etc.,

Is unsurpassed.

TRUNKS AND VALISES

In large Supply. BE SURE TO GIVE ME A CALL

BAMBERG

W. F. PERKINS.

Having purchased the interest of Mr. George W. Bruce in the former firm of Perkins and Bruce, I will continue the business at the old stand, and respectfully solicit a continuance of the patronage of my customers. I will keep constantly on hand a full line of

Heavy and Fancy Groceries.

Also, a large stock of

Saddlery, Harness, Whips, Hardware, Etc.

Also, WINES, LIQUORS, &c.

of all kinds.

Beer and Bottled Soda Water ON ICE all the time.

My Billiard Room is supplied with best of

BILLIARD AND POOL TABLES,

and everything else about the room is neat and first-class. Our Bar is supplied with the choicest Liquors of every kind.

A. D. KENNEDY, CAMDEN, S. C.

A FULL STOCK OF

FARMING IMPLEMENTS,

HEAVY AND FANCY

GROCERIES,

Dry Goods, Shoes,

Hats, Crockery

AND

SADDLERY.

CHOICE GREEN and BLACK TEAS,

High and Low Grade Tobacco and Cigars.

POWDER, SHOT and SHELLS for Breech Loading Guns.

Market price paid for COTTON.

FOR SALE.

One good turpentine still and all the necessary fixtures. Capacity, 15 barrels. Also, wagons and all other turpentine tools. Also, one new two-horse buggy. Any one wishing to purchase the above articles can get them at a bargain by applying to J. S. ROZIER & Bno., Camden, S. C. Oct. 18 3t.

Ham Sausage

In jelly—very nice and cheap—at D. C. KIRKLEY'S.

The "Trade Cigar,"

Two for 5 cents—good as most 5 cent cigars. Also "LON WHITE" Smoking Tobacco, hard to beat, at 5 and 10 cents a package, at D. C. KIRKLEY'S.